(ii) Deputation of railway personnel to RITES, after disinvestments, would not be possible unless the PSU character of RITES is retained.

(iii) Disinvestment Commission's suggestion that RITES may develop expertise in non-railway business, after disinvestments, would defeat the very purpose for which RITES was initially set-up. Indian Railways' requirement of consultancy expertise in railway area, would get diluted and may not be available after sometime as availability of railway expertise in RITES dwindles.

(iv) The export of rolling stock was delegated to RITES only because Indian Railways was unable to handle it directly through Government departmental setup. The recommendation if accepted would immediately effect export of Railway rolling stock and Indian Railways efforts to utilize spare capacity available in workshops.

(v) The work of quality assurance for purchase items was hived off as a non-core activity to RITES as an independent third party. If Ministry of Railways were to carry out inspection work, they would need to create an organization for the same at a time when Indian Railways are making every effort to contain growth of manpower.

Fictitious Bills in Northern Railways Catering Department

†1883. SHRI RAMA SHANKER KAUSHIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether payments through fictitious bills are continuing in Catering Department of Northern Railway, if so, to what extent and to whom payments are made;

(b) whether any inquiry regarding payments made on the basis of fictitious bills have been conducted by Government; if so, the results thereof and what action has been taken in this regard; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir.

(b) and (c) No Specific instance has come to notice about payment through fake bills by the Catering Department. However, there was a

†Original notice of the question was received in Hindi.

newspaper report on this issue in Rashtriya Sahara on 14.6.2002 which was investigated by the Zonal Railway and no irregularity was substantiated.

Encroachment of Railway Lands

1884. SHRI P. PRABHAKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news-item "Railway Operations derailed" appearing in the Hindu dated 13th June, 2002;

(b) if so, Government's reaction thereto; and

(c) the steps proposed to be taken to address the problems of large scale encroachment of Railway lands and tracks highlighted in the news-item which have rendered Railway's expansion programme completely infructuous?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) and (c) Railways have, from time to time, taken steps to remove the encroachers. Eviction process has been initiated. The Government of National Capital Territory (NCT) of Delhi have adopted a policy of rehabilitation of such encroachers at the Government cost. For the NCT of Delhi, this position was accepted by Ministry of Urban Development and Poverty Alleviation. At their instance, Railways have also accepted the policy of the Government of NCT Delhi for that encorached land which is needed immediately for execution of sanctioned projects, which implies sharing some cost of rehabilitation of encorachers. Thus, now the removal of encorachers (which requires presence of Magistrate, Police, etc.), can be done a by a slow process prioritising for land required for execution of projects.

Super Fast Train between Bhubaneswar and Kanyakumari

1885. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Orissa Government has made a request for introduction of a super-fast train between Bhubaneswar and Kanyakumari *via* Chennai;